



AS WAS exclusively announced in the Advertiser yesterday, the Pacific Mail steamship City of Peking will be late in arriving here from the Coast. While she was in the drydock at San Francisco it was found that a slight crack existed in the hull at the stern, rendering it necessary to provide a new tail shaft. The Peking was scheduled to sail from the Coast on Saturday, the 23rd instant. The probabilities are that it was the following Tuesday or Wednesday before the steamship got away. This would bring her here on Monday or Tuesday next. As no mail was brought by the transport Pak Ling, the local agents of the Peking have received no official notice of the delay of the liner. The first they knew of the matter was when they saw the item in the Advertiser.

Topgallant Sold Again

There is a possibility of the old bark Topgallant, which was sold at auction on Thursday to Paul Muhlendorf for \$1,100, being made into a store house. She has been sold again. Yesterday Harry Evans, a well known waterfront character, bought her from Muhlendorf. If it is found that the old bark will not do as a store house she will probably be broken up for the copper that is in her.

Mauna Loa Arrives.

The Inter-Island steamer Mauna Loa, Captain Simerson, arrived yesterday morning from Hawaii and Maui ports with 9,000 bags of sugar, 147 bags of coffee, 467 bags of taro, thirteen bundles of bananas, seventeen kegs of butter, three carcasses, two bags of awa, two bales of tobacco, thirty head of cattle, five calves, one donkey, seven pigs and 220 packages of sundries.

She brought the following passengers: Mrs. E. E. Kobins, Lee Fow Kong, W. Lohrenge, C. W. F. Yoss, P. Schneider, Mrs. W. K. Simerson and child, S. Lesser, A. W. Heydman, Morishuku, Dr. J. Lindley, Mrs. J. Lindley, servant and four children, J. Mastai, J. E. Storey, R. Young, A. N. Keppik, J. K. Kohokele, E. W. Luckes, C. B. Wells, G. J. Fetter, F. F. Baldwin and wife, Tom Cummings, H. Peppel, M. McCann, A. A. Braymer, T. S. Holloway and 56 deck passengers.

The Santa Ana From Seattle.

The steamer Santa Ana of the British-American line arrived in port yesterday morning after a pleasant trip of twelve and a half days from Seattle. William Henry was the only passenger arriving on the vessel. She brought a full cargo consigned to Alexander & Baldwin.

Pak Ling at Channel Wharf.

The United States army transport Pak Ling, Captain Warrall, which arrived on the harbor on Thursday night from San Francisco, bringing several days' later news of the outside world, came into harbor yesterday morning shortly after daylight and moored alongside the channel wharf.

Honoluluans were very much disappointed when it was learned that the transport had failed to bring any mail from the Coast and many were the adverse criticisms of the San Francisco postoffice heard yesterday. It will probably be Tuesday before any mail is received here from the Coast.

It is not known why mail was not put aboard the Pak Ling at San Francisco. The last mail received was by the transport Meade, up to the 18th instant. It was four days later when the Pak Ling sailed, on the morning of the 22nd, and why mail was not placed aboard the Pak Ling is more than any one here can explain.

Soon after the transport had arrived at the wharf yesterday morning the cavalry horses were put ashore for a brief rest before the voyage to Manila is resumed. The Pak Ling may get away on Monday or Tuesday of next week.

Meade Sails Today.

The transport Meade is expected to get away for Manila this morning about 9 o'clock. She will go to the Philippines direct, not calling at Guam.

The officers of the Meade say that the reason that several firemen and coal passers left the transport here was that they were not able to perform their work. They deny that anything is the matter with the vessel's machinery or boilers and say that, just before the ship sailed from San Francisco she was inspected by the United States inspectors and pronounced in a satisfactory condition. The repairs which are being made to the steamship are of a trifling character.

The Baldwin Arrives at Kahului.

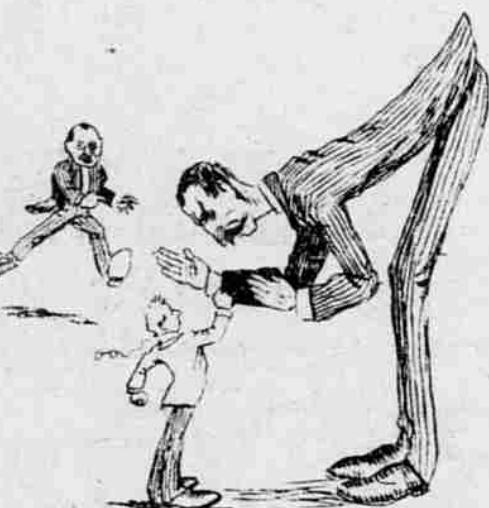
The little tug Leslie Baldwin, which was brought down here on the deck of the Metha Nelson and which went to Kahului the other day, arrived there all right.

She reached Kahului at noon on Thursday and was saluted by many blasts. Signals and flags were raised on all the shipping in the harbor and on every pole in Kahului.

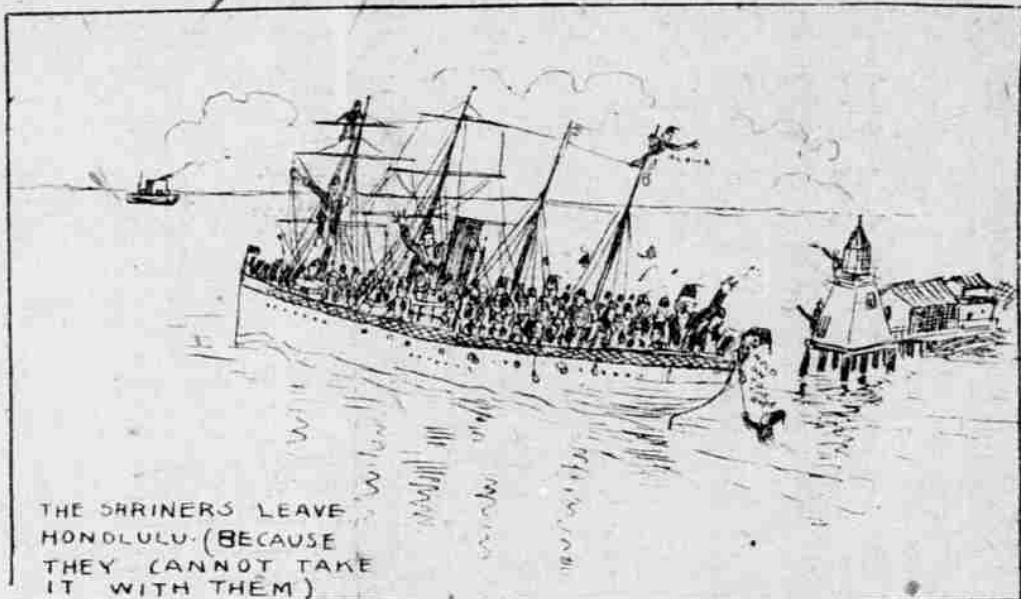
The Metha Nelson was anchored off port when the Baldwin arrived and the little tug first saluted the vessel which had brought her down from the Coast. The tug will be used for harbor work and, in smooth weather, will tow the vessels in and out. Engineer Ed Tucker, who went to Kahului on the Baldwin, returned to Honolulu in the



PRESIDENT N. RUSSELL NITSKY (CAME OFF THE PERCH FOR A FEW HOURS)



A LITTLE 'ROUGH HOUSE' IN THE HOUSE. 'I'LL SLAP YOU ON THE WRIST' SAID CRUZAN TO NAKO KOD.



THE SHRINERS LEAVE HONOLULU (BECAUSE THEY CANNOT TAKE IT WITH THEM)



THE BISHOP APPEARS BEFORE THE PUBLIC



J. SMITH WILL BE 'JARRED' TO FIND A NEWSPAPER PUBLISHED HERE



THE HEALANI MASQUE BALL A GREAT SUCCESS

PICTORIAL HISTORY OF THE WEEK.

steamer Mauna Loa yesterday morning. He reports that the Leslie Baldwin made a splendid trip and that she is an all round good sea boat.

Rio Janeiro Inquiry.

Pilot Jordan, who was taking the steamship Rio de Janeiro into San Francisco when she sank, was before the California State Pilot Commissioners on the 21st instant at the inquiry into the cause of the wreck of the vessel. Nothing new was elicited from Mr. Jordan, according to the latest Coast papers.

Kicked in the Face.

While engaged in helping unload the cavalry horses and some mules from the transport Pak Ling at the channel wharf yesterday morning, Trooper Moran of the Fifth Cavalry was kicked in the face. Moran is from the transport Meade. He had been detailed for the work. He was rendered unconscious by the blow and was immediately removed to the hospital on the Meade.

Mokihana in Trouble.

The schooner Mokihana is in trouble at Waianae. The little craft went aground some time ago and she was hauled up on the beach to prevent her from being pounded on the reef. She was repaired and then put again into deep water. She has been again driven back onto the reef, however, and is said to be pounding hard and likely to go to pieces.

It was decided that the services of a tug were necessary if the Mokihana was to be saved, so the United States tug Eleu was requested to go to the rescue of the stranded schooner. About 3 o'clock yesterday afternoon, therefore, the Eleu left the harbor for Waianae to pull the Mokihana off the reef.

China Mutual Seeks Location.

While the China Mutual Steam Navigation Company of Liverpool and London has announced positively that it will establish a line of direct sailings from Tacoma to Manila, the company has not decided which of the Puget Sound ports, whether Seattle or Tacoma, it will make its American port. Present indications are that Tacoma will secure the plum.

The company owns and operates one of the largest fleets of steam freighters in the world and has been advertising its proposed line to Manila for some weeks. Several of its steamships have been under tonnage charter to the Government, as, for instance, the Ping Suey, which recently sailed for Manila. In addition to her Government cargo the Ping Suey carried general freight.

The company desires to arrange for suitable dockage and wharf facilities at Seattle or Tacoma and is known to prefer the facilities of Tacoma harbor to those afforded by Elliott Bay.

One Typhoon Was Enough.

The British ship Sierra Cordova, which recently arrived at Tacoma from Hongkong, is in command of Captain Voight, formerly first mate of the British ship Sierra Miranda, which arrived a few days before the Cordova. Both ships belong to the same house and are under charter to Balfour, Guthrie & Co., to load grain cargoes for England.

Captain Fraser, who had been master of the Sierra Cordova, left the ship at Hongkong. When the Cordova sailed, early in November, in light ballast, for Tacoma, she had been out only a few days when she encountered a typhoon in the China sea and put back into Hongkong. Captain Fraser was in command when the ship first sailed, but when she put back he left upon reaching Hongkong. The Miranda was in port when the Cordova returned and Captain McMaisters of the latter vessel at once placed Voight, his first mate, in command of the Cordova, and Captain Voight brought the ship across and will continue in command of her.

The damage sustained by the Cordova in the typhoon was but slight and consisted only of the loss of sails and yards, despite the fact that she encountered a terrific storm. That storm was evidently enough for Fraser, however, and for some reason he suddenly left the ship upon reaching Hongkong.

Shipping Notes.

Transport Meade sails today for Manila. Steamer James Makee is expected from Kapaa this morning.

Steamer Kauai sailed for Honolulu and Punaluu yesterday afternoon. The Mauna Loa reports fine weather on the Kau coast.

Steamer Upolu sailed for Hawaii yesterday morning, taking a whale boat on deck for John Hind.

The bark Alden Besse shifted from Brewer's wharf over to the Oceanic wharf yesterday afternoon.

The tug Fearless took the ship Arthur Sewall to the Railway wharf yesterday.

The Alden Besse expects to sail for San Francisco with sugar the latter part of next week.

The American ship Henry Failing is now 338 days out of New York for this port. It is many months since she was last heard from and it is feared that she has met with misfortune.

Sugar agalting shipment on the Island of Kauai when the Noeau left was as follows: K. S. M., 2,500; V. K., 250; Mak., 9,200; G. & R., 1,530; McBryde, 2,000; K. P., 2,300; L. P., 1,600; L. P. H. M., 7,200; M. S. Co., 20,458; K. S. Co., 15,000.

In rigging the bark Olympic, Captain Gibbs has decided to leave off the sky-sail yards. The bark moved to the old Fishmarket wharf yesterday afternoon, where she will begin to take sugar today.

The transport Kintuck is now due here. She sailed from Seattle the day before the Pak Ling left San Francisco.

Freights and Charters.

Marguerite Dollfus, Fr. bk., 1,594 tons—wheat to U. K. H. or D., \$2 25 6d; by Eppinger & Co. Prior to arrival.

Mohican, Am. bk., 784 tons—passengers and merchandise to Honolulu, in Planters' Line; by Welch & Co.

Niobe, Ger. sp., 1,940 tons (at Portland)—wheat thence to U. K. H. A. or D., \$2 15 3d; by Kerr, Gifford & Co. Prior to arrival.

Palatina, Br. str., 2,332 tons (at Everett)—lumber thence to China; by Pacific Export Lumber Company.

Port Albert, Br. str., 2,250 tons (on Puget Sound)—lumber thence to Port Pirie, \$2 15s; by J. J. Moore & Co.

SAW DARK SPOTS

A Victim of Billousness and Inflammatory Rheumatism Tells How He Became Free From Disease.

A recommendation that is not based upon experience is without value, but in the following interview the reader will at once recognize the force of advice that is the result of personal knowledge.

Mr. Ned Yerkes Hawley is a traveling man whose home is at 1926 W. Boone avenue, Spokane, Wash. He has recently had an experience of more than general interest, and in an interview with a representative of the Spokesman-Review of Spokane, he said:

"In June, 1899, I became bilious and subject to dizzy spells. I had no appetite, my heart seemed to flutter at times and beat irregularly and dark spots seemed to float before my eyes. This continued for about six months. During that time I was troubled with lameness in my back and pains over my kidneys. I was under a physician's care and he told me that my trouble was biliousness and inflammatory rheumatism. I was in bed for over four weeks and did not seem to be getting any better.

"One day I saw an advertisement in which it was stated that a case similar to mine had been cured by Dr. Williams' Pink Pills for Pale People. I procured some of the pills and within two weeks the inflammatory rheumatism, which had become very acute and caused me the most intense suffering, was entirely cured.

"You will therefore realize that I am a firm believer in Dr. Williams' Pink Pills. They cured me and I am so sure that they will prove equally valuable in other cases that I have recommended them to a great many people.

"NED YERKES HAWLEY." Dr. Williams' Pink Pills for Pale People are an unfailing specific for such diseases as locomotor ataxia, partial paralysis, St. Vitus' dance, sciatica, neuralgia, rheumatism, nervous headache, after-effects of the grip, palpitation of the heart, pale and sallow complexion and all forms of weakness either in male or female. Sold by all dealers, or sent direct from Dr. Williams Medicine Co., Schenectady, N. Y., 50 cents per box, or six boxes for \$2.50.

A RAGING BLIZZARD.

OMAHA, March 19.—A blizzard, which is general over Northern Kansas, Nebraska, North Dakota, Iowa and parts of Minnesota, began early today. A heavy snow, accompanied by a strong wind, fell continually during the day, having a bad effect on telegraph wires. The storm is considered of much value to agricultural interests, furnishing moisture for which the ground has been in urgent need. Owing to the high temperature the snow melted considerably, thus preventing drifting.

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DR. T. MITAMURA.—Office 1408 Nuuanu St.; Tel. White 1132; office hours, 8 to 12 a. m.; 1 to 3 and 6 to 8 p. m., except Sundays.

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